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[a26]

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RANDOM REFLECTIONS.

A Happy New Year to you!

By the time these lines appear in print 1912 will have been ushered in, and the usual reflections will have been made as to the flight of time. It is on occasions like this that we feel that we are not so young as we used to be, and the fact that our memory can take us back over many New Years spent in various ways and in different places makes us realize, if only for a moment, that we are growing old.

Still the New Year is not a time for dull thoughts or sad reflections. It is essentially a period of hope and joy, and even the most disheartened and most pessimistic finds himself hoping for better things in the year to come. It proves the words of the poet that "Hope springs eternal in the human breast." May we all be able to look forward to the future with happy anticipations.

Of course there will be many good resolutions made at this time. As a rule it is only the younger generation who are so impressed at the end of the year with their shortcomings that they resolve to do better henceforward, and it is well they should do so, even if their resolutions are not fulfilled. The fact that they are conscious of shortcomings makes them more human and less inclined to be critical of others. It is not for people to reach the cynical age when they cease to make good resolutions too soon. Give me the man and the woman who is young enough to attempt to do better. I admit there are not too many in Hongkong, but nevertheless they may leave the others.

The weather at Christmas was all that could be desired, bright and bracing, and a continuance of these ideal conditions will contribute much to the outdoor pleasures of the New Year.

Speaking of the New Year, which is our second holiday within a week, brings us to the consideration of the question of holidays and the suggestions made both by the Government and the Chamber of Commerce. That a better distribution of holidays is advisable is apparent when it is borne in mind that there is no break from August Bank Holiday till Christmas. The disappearance from the calendar of the King's Birthday on the 9th November has upset the balance of holidays. The establishment of Trafalgar Day as a holiday would be lacking in good taste, and the disappearance of Whit Sunday from the calendar would be regretted.

The suggestion of the Chamber of Commerce that an extra holiday be instituted in the Autumn preferably in November, seems to me to meet the circumstances. It may be called Empire Day or any other name which it is desirable to commemorate. If this arrangement were effected it would restore the balance of holidays.

However, while considering this question of holidays, it should not be overlooked that some few months ago the Chinese Throne proclaimed an Edict in favour of the adoption of the Gregorian calendar. At one time such a sweeping change might have seemed impossible, but with the establishment of a republic in China it is not at all likely that the reformers will care to continue to date their performances from a dynasty which has ceased to be recognised. In these circumstances the Chinese New Year Holidays and the Western would synchronise, with the result that the number of holidays in the first half of the year would be reduced. In that event I might suggest that one or more holidays be instituted during the Race Meeting in February. Still, the subject is one which should not be settled off hand, and it may be as well to wait the development of events.

Another postponement in the opening of the Law Courts! How often have we heard the date fixed for their opening being stated with a fair amount of certainty to be affirmed with a change of date with even more certainty some months later. The Law Courts were to have been completed in the middle of the past year. Then they were to be ready certainly for Christmas. Now, the date of their opening is fixed for China New Year. If the Director of Public Works is asked any more questions on the subject he is almost sure to blush.

It was rather unfortunate that the waters of the harbour should have been so boisterous as they were on Christmas Day, for they caught a number of people at a weak moment. It may have been due entirely to the motion of the launch or it may have been due to Christmas fare but several people who crossed the deep experienced a queer sensation which made them rush to the side of the boat. *Mal-de-mer* is decidedly unpleasant, and it has to be recorded that its victims on Monday met with little sympathy from their fellow-passengers. And this at the season of peace and good will, too!

Sarcasm in pidgin English is seldom successful, but when it is effective it is worth recording. The other day the "number one" in a local workshop was addressing an inferior with a wonderful fluency which roused the envy of a European who asked what the matter was. "Oh," was the ready reply, "he no savvy any thing; only savvy eh!"

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CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

RAILWAY MIS-MANAGEMENT.

Hongkong, 30th December, 1911.

SIR,—I enclose copies of correspondence I have had with the Hon. Colonial Secretary on the subject of the mis-management of the British Section of the Kowloon-Canton Railway, which correspondence you may perhaps think of sufficient general interest to print. It appears that our railway, which has cost £1 million sterling, and to start which the Colony has paid an expert from India £2,000 a year, is still, after a year's running, short of engines and rolling stock, and that if anyone were prepared to pay for supplementing the present very meagre service of trains the railway administration would not be able to meet the demand. Further that, instead of taking care to elaborate a system for safeguarding the goods committed to its care, much time and thought has been spent in elaborating a system for safe-guarding the administration from responsibility for the negligence of its servants.

Your faithfully,

L. GIBBS.

Hongkong, 28th September, 1911.

The Hon. Warren Barnes, Colonial Secretary.

SIR,—I wish to draw the attention of the Government to the question of the train service on the British Section of the Kowloon-Canton Railway. From the time I have recently published it appears that there are 4 trains leaving Kowloon northward and 4 trains leaving Shum Chun southward daily. The departure times of the "through trains" are given at intermediate stations so that it is uncertain whether they stop or do not stop at these stations. Assuming that they do stop, the first train in the morning will leave Shum Chun at 9.00, Fan Ling at 9.15, and Tai Po at 9.30, arriving at Kowloon at 10.30 a.m. and the last train in the afternoon will leave Kowloon at 2.25, Tai Po at 2.51, Fan Ling at 3.00, and arrive at Shum Chun at 3.15 p.m. The Governor in his report on the Blue Book for 1910 has stated that "it is considered that there will probably be a considerable development (i.e., in connection with the building of European dwellings in the neighbourhood of Tai Po) in future." I submit that the train service advertised precludes any such development. My own case is not encouraging to anyone desirous of building in the neighbourhood. In 1904 I bought land from the Government and built a bungalow for pleasure purposes at Tai Po. This bungalow was resumed for the purposes of the railway. Acting on the knowledge that a railway was to be built, and assuming that trains would be run for the accommodation of the locality, I acquiesced in the Government proposal to accept an exchange of land for my original lot and agreed to a building covenant being imposed on the new lot, though I had already fulfilled one on the original lot. Having now spent \$8,000 on my new house, and find it is useless to me except for pleasure purposes. I cannot, of course, expect the Colony to run a train for my special benefit, but, entirely agreeing with His Excellency's statement quoted above, I think if a train service were arranged to admit of Hongkong business men residing at Tai Po it would be to the general advantage. A train leaving Tai Po daily between 8 and 9 a.m. and returning Kowloon between 5.30 and 6.30 p.m. would serve this purpose. I have the honour to request that you will submit the above for the consideration of H.E. the Governor.

Your obedient servant,

LAWRENCE GIBBS.

Colonial Secretary's Office, Hongkong, 30th October, 1911.

SIR,—In reply to your letter of the 28th ultimo I am directed to inform you that you have given correctly the times of the 1st slow train in the morning from the frontier to Kowloon, where it arrives at 10.30 a.m., but that the last slow train in the afternoon is timed to leave Kowloon at 3.45 p.m. and reach Fan Ling at 5.05 p.m.

2.—It is, as you point out, impossible to run a train at a loss to the Colony for the benefit of a few individuals; but the public may rest assured that as soon as there are sufficient private houses being built in the vicinity of Railway Stations in the New Territories to warrant the expenditure, the railway will endeavour as far as possible to run trains to suit the convenience of the occupants.—I am, Sir,

Your obedient servant,

(Sgd.) WARREN BARNES,

Colonial Secretary.

L. Gibbs, Esq.

The Honourable Colonial Secretary.

SIR,—I have to acknowledge receipt of your letter No. 1 in 4814/10 of 3rd October. I should be glad if I might be informed for what sum per month the Government will run additional trains, or alter the times of existing trains so that there shall be a train leaving Tai Po daily for Kowloon between 8 and 9 a.m., and one leaving Kowloon daily for Tai Po between 5.30 and 6.30 p.m.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office, Hongkong, 11th October, 1911.

SIR,—In reply to your letter of the 4th instant I am directed to inform you that one train mile now costs about \$3 and that the cost of the train proposed by you would therefore be about \$2,200 per month. I may add, however, that under present conditions the Government could not guarantee to run trains at the hours which you suggest, as the requisite locomotives and rolling stock will not be available until next April. An order for their supply is already in the hands of the Crown Agents for Colonies, and if the Government is satisfied by April next that there is really a desire on the part of the residents in the Colony to develop Tai Po and Fan Ling, an experimental alteration will then be made in the timetable.—I am, Sir,

Your obedient servant,

(Sgd.) C. CLEMENTI,

For Colonial Secretary.

L. Gibbs, Esq.

Hongkong, 10th November, 1911.

The Honourable Colonial Secretary.

SIR,—Referring to your letter No. 1 in 4814/10 of 3rd and 11th October, I wish to suggest that the trains might at least be run to fit the ferry service. The first train from Tai Po is timed to arrive at Kowloon at 10.30 (and is usually punctual). The ferry leaves at 10.30, and the next one at 11.00. It takes not more than two minutes to walk to the wharf, all passengers have eight minutes to wait there. By the length of time which the train waits at Shatin and Yau Ma Tei it would appear quite practicable to expedite the journey by two minutes. The same occurs with the afternoon train to Tai Po, passengers must leave by the 3.25 ferry, whereas if the train were timed to leave at 3.47 instead of 3.45 they might cross by the 3.55 ferry.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office,

Hongkong, 16th November, 1911.

SIR,—I am much obliged to you for drawing my attention to the inconvenience caused by the Railway Time Table not fitting in with the Kowloon Ferry Time Table, and attention will be given to the point on the next revision of the railway time table.—I am, Sir,

Your obedient servant,

A. W. BROWN,

Colonial Secretary.

L. Gibbs, Esq.

The Honourable Colonial Secretary.

SIR,—I wish to draw the attention of the Government to following instance of the unsatisfactory working of the British Section of Kowloon-Canton Railway. In the beginning of October I had some furniture, etc., sent to Tai Po, and, after enquiries at Kowloon Station as to what I should do, wrote the letter (Enclosure 1) to the Traffic Superintendent. I received a receipt from the Kowloon Station Master for the goods delivered to him. On my arrival at Tai Po Station at the time arranged to take delivery I found the van partly unloaded and my furniture being carried to my house. If anything had been missing I should not have known who to blame—the railway or the coolies. I had engaged to carry, as, however, nothing was missing I made no complaint. On sending out two further trucks it appeared useless under these circumstances to go through any form of taking delivery and I simply sent coolies to take away the goods and signed a receipt for "1 truck furniture" at the request of the Tai Po Station Master. I found that a bag and basket were missing from the third truck load. I had a receipt for these (Enclosure 2) signed by the Kowloon Station Master. I reported the matter to the Traffic Superintendent and to the Governor in a "China" (Enclosure 3) for the estimated loss. After I had sent in my claim I signed at the request of the Traffic Superintendent a consignment note for the "truck of furniture," which note, I was told, should have been signed before, but which I was never before asked to sign. The railway authorities now having a consignment note for a "truck of furniture" and an identical receipt for the same refuse to pay my claim (Enclosure 4). On the reasons stated for this refusal I have to make the following remarks:

- (1)—I did not send a consignment note because I had never been told by those in a position to know that one was required. I hold no "proper printed receipt" because one was not given me.
- (2)—I was not aware, not having been told by those in a position to know, that my own coolies were not expected to do the loading and unloading; they only did it on the failure of the railway authorities to do it.
- (3)—I admit I was wrong in according to the request of the Tai Po Station Master to sign a receipt before I had assured myself that all had arrived.
- (4)—I informed the Traffic Superintendent of the loss, as soon as possible after its discovery, i.e., on the morning of the 14th November, having discovered the loss on the evening of the 13th November. I have already shown why it was useless for me to go through the form of taking delivery at Tai Po Station, and my only chance of checking the goods was therefore on arrival at my house on 13th November.
- (5)—I doubt if anyone ever does make a complete list of the articles in his boxes when changing residence. Such a list could easily be invented, and from the nature of the case such an invention could not be disputed. Such being the case it does not seem reasonable to expect a list.
- (6)—See (3).—On my sending out a fourth truck the railway authorities have had it locked and the key handed to me at Tai Po, exactly as I requested should be done in the first instance, thus admitting negligence on the previous occasions. I submit that such treatment of its clients is not conducive to the success of the railway.

Your obedient servant,

L. GIBBS.

Colonial Secretary's Office,

Hongkong, 20th December, 1911.

SIR,—In reply to your letter of the 28th ultimo, I am directed to inform you that careful enquiry has been made into the circumstances of this case and evidence shows that the loss must have occurred after the goods were delivered to your servants at Tai Po at their request, which, as you admit, was made in accordance with your instructions to them.

I am to add that the whole wagon rates for the four consignments would have been \$355.50 as against the pick-up wagon rate of \$38.57 which you actually paid.—I am, Sir,

Your obedient servant,

(Sgd.) C. CLEMENTI,

Colonial Secretary.

L. Gibbs, Esq.

LINERS OF THE AIR.

GIANTIC GERMAN AIRSHIPS TO CARRY 300 PEOPLE.

The German aeronautical marconies are now over, and the Minister of War according to a report from Berlin, is now studying a scheme for the building of gigantic dirigibles having envelopes with a capacity of 100,000 cubic metres of gas.

These dirigibles, it is stated, are to be capable of carrying three hundred people at a speed of 80 ft. a second. It is also stated that it has been decided that their construction shall be entrusted to the firm of Hoesen Schilling and Wotzel.

SWATOW NOTES.

(FROM OUR OWN CORRESPONDENT.)

SWATOW, Dec. 24th.

ALARMS AND EXCUSIONS.

The essential event of the past fortnight has been the return of the Cantonese leader, Mr. Goe. He came up, with a small gunboat, on December 13th, the nominal object of his visit being to recruit troops for the grand attack on Peking. He has advertised extensively that this is his sole purpose; he has been instructed to raise a force of "veterans," of whom he is to be in command—presumably because he is the most war-hardened soldier to be found among the Revolutionaries of South China. His recruiting does not seem to have met with much success so far: the flagship left for Namoa a day after its arrival, and a hundred or so of men were enlisted there, but the ship was back in Swatow again on the 16th, and has remained here, absolutely inactive, ever since.

Mr. Goe's fixed purpose of devoting his life and energies to the overthrow of the stronghold of the hated Manchu "slaves" has not prevented him from his party from meddling in local politics and manoeuvring for the aggrandisement of the Cantonese clique, and it is pardonable to believe that the recruiting for the northern campaign is as much a blind as was the "American-Chinese Trading Company," and that the little gunboat came and is remaining here for the sole purpose of providing Mr. Goe with a convenient and safe line of retreat in case active hostilities break out and his party is in danger of going under. One thing is certain: Goe's return has been the cause of much unrest, and at times the question of peace or war has been balanced on a razor edge.

No sooner had Goe returned than Chang, who is still at Chaochow, started fulminating against him. Chang's own people maintain that he reported to President Wu the return of Goe, and that the President expressed strong disapproval, and ordered Chang to prevent Goe from making trouble. Chang thereupon had Goe clear out: Goe replied that he had no intention of staying—he had been ordered North, and North he was going, but, having put his hand to the plough, he could not turn back, and he could not go away and leave Swatow in disorder. Accordingly, he proclaimed his intention of convening a meeting to settle one and for all how Swatow and the Chaochow prefecture were to be governed. He suggested that the people should elect one man to be in supreme command of the military forces here, another at the head of civil administration, and a third in charge of financial affairs. He also suggested that the meeting, when it came off (for no date was mentioned) should deliberate on the form of local government to be followed—should old officials be reinstated? or should the people elect their officials? or should the head of administration of the district (Civil Governor, we might style him) nominate them? In passing, it may be remarked that this is an apt commentary on the boasted "organization" of the Revolutionaries. The President at Canton has appointed a Military Governor, yet Mr. Goe proceeds to call a meeting to elect one. Again six weeks after the overthrow of the Manchu administration here, the Republicans have yet to decide on the form of government to be substituted.

The calling of this meeting did not at all meet with Chang's approval, and he issued many terrific threats against Goe. The latter, however, was in no way daunted by them, and his "National Convention" actually took place on the 20th inst., and, needless to say, endorsed all that Goe had done, and elected him Military Governor. The same night, Chang moved 200 of his troops down to Swatow; and issued a proclamation, denouncing the extreme penalty of the law on Goe, and expressing his intention of forcibly arresting him as a disturber of the peace. The whole affair certainly has a good Giberlitan smack, but at the time it seemed more like tragedy.

The next day the atmosphere was distinctly electric. The streets were patrolled by heavily armed Cantonese soldiers, while Chang's Chaochow men were trying to find headquarters for themselves. Though the strain is diminished a little now, it has been made evident that the danger of a violent rupture between the two parties is always imminent, and on the afternoon of the 21st a hair might have turned the scale. Each side had arrested some of the other party's men, and the rumour soon got about that fighting had actually commenced. Great crowds started rushing wildly about the streets; palisades were hastily closed; shops put up their shutters. By an unfortunate coincidence, too, the U.S.S. *Monterey* fired a salute just at that time, and to the already excited populace this was easily recognizable as Chang's troops opening fire. It was only by a miracle that actual warfare was stayed off—how it was that no actual fighting took place it is hard to understand, for everything was ripe for it. Whether the explanation is to be found in the restraining influence of the presence of foreign men-of-war, or the pacific counsels of the leaders, or pure funk, the miracle was accomplished. The one moment of supreme tension was passed, and then, as the rumours were shown to be false, confidence was restored and the strain was relieved. Later, through the intermediary of the Chamber of Com-

merce, a temporary truce was patched up: each side released its captives, and Goe renewed his promises to start on the Peking expedition at once—a promise which, up to the present, he has not fulfilled. The situation was, however, so grave that the *Janus* at once came over to the Swatow side of the harbour—a move that undoubtedly had a very good effect, both in reassuring foreign residents, and in showing the Chinese that a strict eye was being kept on their every movement.

What is the most difficult to understand is why the Cantonese party (for Mr. Goe is obviously a mere man of straw pushed forward by a caucus) should make such a point of establishing themselves in Swatow. Popular sentiment does not call for their presence, and they are certainly not endearing themselves to the people by these continual crises. It seems established that they have not the support of President Wu, and are acting against his orders; while Chang, the head of the Chaochow party, is recognizing Wu's supremacy. The simplest solution would seem to be found in a fear that Swatow will, unless a strong Canton element be implanted in the local government, secede to Fukien when the Manchu dynasty is finally supplanted by the Republicans—the complete autonomy of Swatow is too absurd to be seriously discussed. But President Wu would seem to have no fears as to the loyalty of Swatow and Chaochow. Again, it may be that personal ambition on the part of a small section of the Canton party is the true explanation. It should be pointed out that Chang is personally unpopular among the local people, and, *ceteris paribus*, Goe would certainly win their suffrages.

The local press prints an announcement from the American Consul to the effect that Mr. Goe's citizenship is temporarily suspended while reference is being made to the higher authorities. The American-Chinese Trading Company has—similarly ceased to be American.

TWELVE OCEANGOING SHIPS FITTED WITH OIL ENGINES.

A FOURTEEN THOUSAND TON SHIP IN CONTEMPLATION.

In connection with the shipping industry few developments have been so remarkable than the progress made with the use of internal combustion engines for marine purposes. Up to a year ago they were confined to small river vessels and yachts; to-day there are building, or about to be built, with a view to classification in Lloyd's Register, no fewer than twelve ocean-going ships which will be fitted with oil engines, the largest of them exceeding 8,000 tons gross, while the fact that a motor-driven boat of 14,000 tons is actually in contemplation suggests that an even more notable advancement is about to take place.

The first vessels of size to be equipped with such engines were the *Vandal* and the *Saromet*, with a dead-weight carrying capacity of 700 tons each, built in Sweden six years ago for the Hamburg American Line, and the *Petersburg*, a distance of 63 miles; and the first big motor-boat constructed in this country was the *Teller*, of 1,650 tons gross, which was also the first vessel of the kind to cross the Atlantic, a passage which she successfully accomplished not many weeks ago. Last year, also, the *Vulcanus*, of 1,750 tons, was completed at Amsterdam, but these were regarded.

Now, however, oil-engined boats of liner dimensions are being got ready for service. For the Danish East Asiatic Company there was launched at Copenhagen on November 4 the *Selandia*, of 5,000 tons, while a sister-ship, the *Jutlandia*, was put into the water recently on the Clyde. Each vessel is about 300 ft. long, with a beam of 53 ft., the propelling machinery consisting of Diesel engines, capable of developing 3,000 h.p. Both are to have three masts, and the funnels from the engine-rooms will be led up inside the mizzenmast and exhausted at a height of 48 ft. above the deck, the siren on the mainmast being operated by compressed air.

There are also building in German yards for the Hamburg American Line two motor-boats of 6,000 and 8,000 tons, and it is expected that they will be ready for sea-trip in January, while a similar vessel of 4,500 tons is in course of construction at West Hartlepool for Messrs. Furness, Withy, and Co., the first British shipping company to engage in such an enterprise on so large a scale.

A SERIOUS COMPETITOR TO STEAM.

As the most serious of the problems have already been solved, it is now confidently believed that the internal combustion engine will soon become a serious competitor to steam propulsion, and, with the discovery and development of new oilfields, will to some extent supplant it. There are no funnels, no boilers, and no coal bunkers, the petroleum being stored in tanks along the double bottom of the vessel, and conveyed by pumping apparatus to the motors, so that there will be an entire absence of smoke, soot, and dirt, caused by coal as at present.

Moreover, the machinery space is only about a third of that which is necessary for steam engines, with the result that there will be more accommodation for passengers and cargo. Another advantage is that the engines can be started in five minutes, as compared with fifteen hours required to raise steam with boilers.

MAKING "WINDJAMMERS" PAY.

In sailing-ship circles, too, the hope appears to be widely entertained that oil-engines as auxiliary power may solve the problem of making "windjammers" pay. At any rate, several French owners, in furtherance of this policy, have had motors fitted for the purpose, and at Bordeaux, lately, the five-masted *Barquet La France*, of 6,500 tons dead-weight capacity, the largest sailer in the world, was launched for a Rouen firm. She is provided with two Diesel engines, developing 1,800 h.p., and is intended for the transport of ore from New Caledonia to Europe. The sails and motors combined are estimated to give a speed of seventeen knots in favourable weather, and when the latter are not required the shafts are uncoupled and the propellers run free. Apart from other uses, the engines may easily help the vessel off a lee shore, as well as get her out of a region of calms.

INTIMATIONS

CRIED WITH PAIN OF SKIN ERUPTION

Suffered 12 Months with Eczema. Face, Hands and Neck Covered. Going Mad with the Irritation.

Got Cuticura Remedies. Found Instant Relief and Was Completely Cured.

"I suffered for twelve months with bad dry eczema. My face, hands and neck were covered with large sores. I was very bad. I had large patches on my face and felt I was going mad with the irritation. I went to the hospital for some time and then had a doctor at home. At the time I had to have an ointment, and it did not do me any good. I thought I would have to go to the infirmary. One evening I bought a box of Cuticura Ointment and a cake of Cuticura Soap and was cured by the next day. (Signed) Mrs. Alice Miners, 30, Ernest Road, Gillingham, Kent, 25, Jan. 5, 1910.

"Cuticura Soap and Cuticura Ointment are specially effective when all the scales are removed from the skin. I had a box of Cuticura Ointment and a cake of Cuticura Soap and was cured by the next day. (Signed) Mrs. Alice Miners, 30, Ernest Road, Gillingham, Kent, 25, Jan. 5, 1910.

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Chas. J. Gaupp & Co.

Beg to invite inspection of their

CHRISTMAS AND NEW SEASON'S GOODS.

EXTRA FINE DIAMOND JEWELLERY

a Specialty.

INEXPENSIVE

MODERN ART JEWELLER

ENGLISH MOUNTED

CHINESE JADE JEWELLERY

GOLD BRACELET WATCHES

IN GREAT VARIETY.

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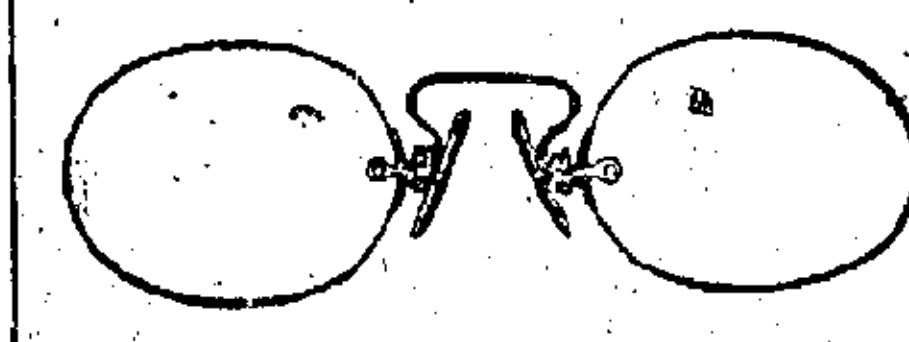
STERLING SILVER AND

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Individual's Face.

Our Stock is Complete, Assortment

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Lenses Ground on the Premises.

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INTIMATIONS

XMAS

AND

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YEAR'S
GOODS.WINES AND
PROVISIONS.
CONFECTIONERY.CRACKERS.
XMAS CAKES.
PLUM PUDDINGS.
NUTS.

NOW ON SHOW.

H. RUTTONJEE
& SON,

38 AND 40, QUEEN'S ROAD CENTRAL.

[50]

SOUTHERN
SOLID GOLD WATCH PUZZLE.

It costs you nothing to try.
To any person who can supply the correct names of these two well-known English watches, and fully describe them, we offer our SOUTHERN SOLID GOLD WATCH PUZZLE, valued at \$100.00. (Silver watches are not eligible.)

Send your attempt on a sheet of paper, together with a stamped addressed envelope for reply, to THE PUZZLE PUZZLE, c/o The Hongkong & Shanghai Banking Corporation, Ltd., 100, Queen's Road Central, Hong Kong. The winner is required to purchase a Chain from us to wear with the watch. The name of the puzzle must be mentioned.

[1449]

BENGER'S
FOOD

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benger's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, and the body is consequently insufficiently nourished.

This is where Benger's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

For INFANTS, INVALIDS, AND THE AGED.

The "British Medical Journal" says: "Benger's Food has, by its excellence, established a reputation of its own."

Benger's Food is sold in tins by Druggists, etc., everywhere.

[1450]

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TORPEDO LESSONS OF RUSSO-JAPANESE WAR.

At the Royal United Service Institution last month Baron Roenne read a paper on "Protection for Warships against Torpedoes, Mines, and Under-water Hits by Shells." Admiral the Hon. Sir E. R. Fremantle presided.

Baron Roenne said that torpedo nets rigged out all round the ship by means of booms still constituted the principal means for protecting warships against torpedoes. Germany, however, recognizing the uselessness of this arrangement, had already discarded these nets, which when rigged out greatly impeded the speed of the ship and hindered her capacity for manoeuvring. The protection was insufficient since the nets left the bottom of the ship unprotected against mines and against torpedoes launched by submarine boats and since the booms on which the nets were suspended were frequently shattered by shell fire before the torpedo attacks took place. The losses in vessels, on both sides, during the Russo-Japanese War through torpedoes, mines, and under-water hits by artillery amounted to 16 battleships, 11 large cruisers, and 35 torpedo-boats and unprotected craft—a total of 62 vessels. Without reckoning those vessels which were temporarily disabled, the loss through torpedoes, mines, and under-water hits by artillery amounted to 20 exclusive of torpedo-boats, unprotected craft, and auxiliary ships. Of these 20, nine were battleships, chiefly of the newest types.

The backbone of a fleet would always be the well-armed battleship, provided with heavy, long-distance artillery, and capable of equal speed with a submarine foe. To safeguard these expensive battleships against possible disaster it would be necessary to improve considerably upon the methods of under-water protection now in vogue. It would, of course, enhance the cost of new constructions as well as increase the weight and displacement, but all those extras would repay themselves enormously in the increased safety and fighting capacity of the ships. Greater confidence in their own safety must also be of inestimable value to the crews. The only really effective arrangement for protecting the ship was one that protected her equally well against torpedoes, submarine mines, and under-water hits by shells. Such a protection might be obtained by constructing the bottom of the ship in a particular manner, by providing more water-tight compartments, and by the addition of novel protecting arrangements. It was generally believed that a sufficiently effective protecting device could not be contrived owing to the excessive violence with which the explosive acted, owing to the increasing weight of projectiles, and also owing to difficulties in the construction of such devices. All these drawbacks could, however, be overcome. The happenings at the battle of Tsushima when it was found that wood, even if disposed behind the armour, might be ignited when the armour was damaged by the explosion of shells or torpedoes, had made it evident that the customary wood linings would have to be discarded.

In the discussion Mr. S. Nonaka, Naval Constructor to the Japanese Navy, said that the torpedo nets should be retained. Anything which would add to the present enormous weight of battleships was to be deprecated if it could possibly be avoided. The Chairman said that he hoped that more had been done in the way of protection under water than they were aware of. They heard a great deal about offensive power above water, but they did not hear much about the defensive power below water, which was absolutely necessary. At any rate, he hoped that our new First Lord of the Admiralty, who appeared anxious to try experiments upon the personnel, would try such experiments upon the matériel of the Navy as might be necessary.

ROUND THE WORLD.

Commencing in November, 1912, the *Deutschland*, a steamer in the Hamburg-American service, will make her first trip around the world in the tourist service. She is of 17,000 tons and has been so completely refitted as to possess the luxuries of a first-class hotel. The remodelling has cost £150,000 and as a result a grand dining room which will seat 550 people comfortably has been made. There is also a promenade deck which runs completely around the ship from stem to stern. There is also a banqueting room which can be turned into a ball room and which has had a new parquet flooring, a tea room, a winter garden and a grill. To do this the speed of the ship had to be reduced from 24 to 18 knots an hour by the removal of seven boilers. The space thus gained has been utilised by the erection of a splendid cold storage plant, coal bunkers and tank for fresh water. In fact as the management have put it the *Deutschland* will be a magnificent floating hotel with all the modern conveniences. It is understood that all passages on her will be first class only and that her accommodation is nearly all booked already.

THE INTERNATIONAL HYGIENE EXHIBITION.

GRAND PRIX AWARDED TO MANUFACTURERS OF SANITARY AND FARMACUTS.

The worth of a "grand prix" depends chiefly upon the character of the exhibition which awards it. In the case of the International Hygiene Exhibition at Dresden, under the patronage of H.M. the King of Saxony, the honour is a genuine one and represents the highest medical opinion in Europe. It is interesting to note, therefore, that the only Grand Prix awarded in the pharmaceutical section at this exhibition has been received, against numerous competitors, by Messrs. A. Walding & Co., manufacturers of the well-known preparations, Sanatogen, Formosan and Albalactin.

The British Section, under the patronage of H.R.H. Princess Christian, was organised by the Lord Mayor of London, Sir Vesey Strong, and played a prominent part at the Exhibition, where all the leading nations were officially represented.

BRITISH TROOPS IN CHINA.

In the House of Commons on the 6th inst. in answer to Mr. Fell (Great Yarmouth, Opp.), Colonel Seely said:—The establishment of British troops in China on November 1 was as follows:—North China, 2,030 all ranks (including 956 Indian troops); South China, 4,274 all ranks (including 1,654 Indian troops). In addition there is at present a British Infantry battalion in North China whose establishment is 933 all ranks. The troops are quartered at Peking, Tientsin, and Hongkong. Mr. Lawson (Tower Hamlets, Mile-end, Opp.)—Does that include the Sikhs employed in the foreign settlements?

Colonel Seely.—I cannot be certain without notice; I think so.

WM. POWELL, GIGANTIC LTD.

TELEPHONE 346.

Gentlemen's Outfitters.

NEW GOODS for
GENTLEMEN'S WEAR

FANCY WAISTCOATS, TIES AND SOCKS TO MATCH, ETC.

FLANNEL SHIRTS (DAINTY DESIGNS).

(WITH DOUBLE CUFFS AND SOFT DETACHED COLLAR).

The "GALMAC" RAINCOAT.

[1130]

GARNER, QUELCH & Co.,
WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation. [1427]As a precaution against the constant risk
of infection, remember that washing withCALVERT'S
No. 5 Carbolic Soapis a healthy habit, for either personal use or
household purposes—and it is not expensive. 477

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9d. (36 pills), 1/11 (56 pills) and 2/9 (168 pills).

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for all irregularities. Thousands of ladies always keep a box of Martin's Pills in the house to deal with the signs of any irregularity of the system. A course of these pills may be administered. Those who use them recommend them, hence their success. All ailments of the system will then be cured. The World's best food, the *Sanatogen*, is sold by all chemists, druggists, and grocers.

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ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY TO JUNE
1911. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 27th March, 1910.

GIGANTIC

SALE

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8000 VICTOR
RECORDS
FROM 50 CENTS.
ROBINSONS.

[734]



DINNEFORD'S
MAGNESIA

The Physician's Cure for
Gout, Rheumatic Gout
and Gravel.

Safest and most Effective
Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"KIOTO,"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 2nd Jan., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Jan. will be subject to rent.

Bill of Lading has been effected.
SHEWAN TOMES & CO.,
Agents.
Hongkong, 27th December, 1911. [1490]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON TO-DAY respecting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Jan., at 9.30 A.M. All Claims must reach us before the 10th Jan., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:
Ex s.s. "Caboto" from Venice via Port Said.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 28th December, 1911. [5]



These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as those drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. Paris, 8, rue Vivienne. Sold by all Chemists.

The Royal Commission

in their final report on Tuberculosis, recently issued, clearly showed that the chief danger to child life resulted from the use of infected cow's milk. To quote an extract: "The Evidence we have accumulated goes to demonstrate that a considerable amount of the tuberculosis of children transmitted to children in meals consisting largely of the milk of the cow."

When the mother's milk is not available, the "Allenburys" Foods form the best substitute, as they are practically identical with healthy human milk in composition, nutritive value and digestibility, and are absolutely free from all harmful germs.

Milk Food No. 1. From birth to 3 months
Milk Food No. 2. From 3 to 6 months
Malted Food No. 3. From 6 months upwards

The Allenburys' Foods

promote sound sleep, ensure vigorous health and development, and represent the most successful method of Infant Feeding ever devised.

Pamphlet on "Infant Feeding and Management" sent free.
Allen & Hanburys Ltd., London, England.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	1912
KOREA	18,000 Tons... Starting FRIDAY, 12th Jan., at 1 P.M.
SIRERIA	18,000 " " " SATURDAY, 27th Jan., at 1 P.M.
MANOHURTA	27,000 " " " SATURDAY, 10th Feb., at 1 P.M.
MONGOLIA	27,000 " " " SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000 " " " TUESDAY, 2nd April, at 1 P.M.

INTERMEDIATE.	1912
PERFIA	9,000 Tons... Starting FRIDAY, 5th Jan., at 1 P.M.
CHINA	10,200 " " " FRIDAY, 2nd Feb., at 1 P.M.
NILE	11,000 " " " FRIDAY, 23rd Feb., at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).	FOR MANILA.
1912	1912
SUVERIC ... 9th Jan.	LUCERIC ... 23rd Jan.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERSTO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIG" ... 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 20th January.
From COLOMBO: 10th February, 1912.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM CALCUTTA:

Next Departure.
For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

Calcutta, 31st October, 1911.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJITAROEM	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIBODAS	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJILATJAP	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJIMANOEK	JAVA	First half of Feb.	JAPAN	First half of Feb.
TJIMAH	JAVA	First half of March	JAVA	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 1st January, 1912.

"SHIRE" LINE OF STEAMERS,
LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON, ROTTERDAM & ANTWERP	"DENBIGHSHIRE"	On 10th Jan.
LONDON, AMSTERDAM & ANTWERP	"MONMOUTHSHIRE"	On 17th Jan.
LONDON & ANTWERP	"PEMBROKESHIRE"	On 3rd Feb.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 12th December, 1911.

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION		STEAMERS	TONS	DATE OF SAILINGS.	
SHANGHAI, YOKOHAMA,	}	"CANTON"	5,500	On	2nd January
KOBÉ & MOJI.		"YEDDO"	7,200	On	About 7th February

For Freight and Further Particulars apply to
TELEPHONE NO. 171.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co.,

YORK BUILDINGS, TOP FLOOR.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

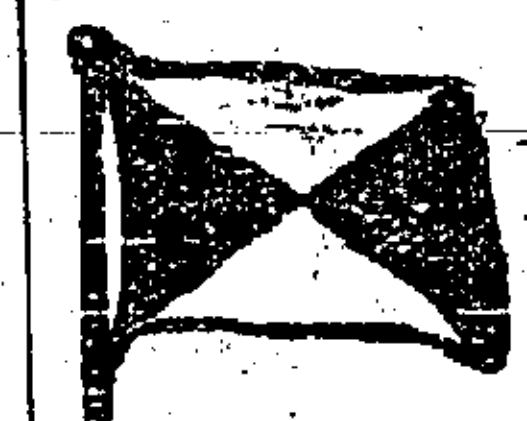
MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	12th Jan. 1912	Saturday, 3rd Feb.
ST. ALBANS	9th Feb.	Saturday, 2nd Mar.
EASTERN	23rd Feb.	Saturday, 16th Mar.
ALDENHAM		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th Jan., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG 1st January, 1912.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed:

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHIYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Electric Fans, Union Depots.
Electric Lights—Observation Cars.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Fowler River Canyon and the Royal Gorge of Colorado.
(Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

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HONGKONG, CANTON, MACAO! &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

Commencing from MONDAY, 1st JANUARY, 1912, the following will be the running of the Canton Steamers, during the docking of the S.S. "HEUNGSHAN."

HONGKONG TO CANTON.

8 a.m. "HONAM"
10 p.m. "KINSHAN"

CANTON TO HONGKONG.

8 a.m. "HEUNGSHAN"
5 p.m. "FATSHAN"

TUESDAY, 2ND JANUARY.

8 a.m. "FATSHAN"
10 p.m. "HONAM"

These steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fans in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH JANUARY.

The Company's Steamship

"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAYAM," 588 tons, and S.S. "NANNING," 588 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &C.

Head Office for the Far East—16, DES VOUX ROAD, HONGKONG.
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 33, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

FOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

7561 Chief Office—LUDGATE CIRCUS LONDON, E.C.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. & Mrs. A. M. Baldwin
Mr. & Mrs. J. T. W.
Mr. E. R. Bates
Mr. G. Martin
Mr. C. Becker
Mr. & Mrs. P. E.
Mr. J. Lewis
Mr. & Mrs. N. Brice
Mr. G. W. McKean
Mr. S. M. Brown
Mr. & Mrs. H. Van
Mr. P. Bannan
Mr. & Mrs. H. Smith
Mr. W. H. Burt
Mr. E. V. Nicholson
Rev. J. C. Hall
Mr. P. T. Chivers
Miss J. Moore
Mr. W. E. Clarke
Mr. K. C. Moore
Mr. & Mrs. J. W. Morton
Capt. & Mrs. F. D. North
Mr. A. F. Peiron
Mr. H. G. Fisher
Mr. J. P. Parker
Mrs. J. Forthman and
child
Baron E. Franchett
Mr. Deelman Fuller
Mr. A. A. Fyfe
Mr. H. Garraway
Mr. T. P. Hall
Mr. L. J. Gilbertson
Dr. Gibbard
Mr. V. Gombour
Mr. & Mrs. Joseph Gould
Mr. & Mrs. R. A. Hale
Capt. T. P. Hall
Mr. & Mrs. W. A. Hanni-
tal
Mr. & Mrs. A. M. Harter
Mr. A. Harrison
Hon. & Mrs. W. A.
Hewitt
Dr. S. Hough
Mr. & Mrs. E. I. Hurlado
Capt. E. Innes
Mr. E. M. Joseph
Mr. R. M. Joseph
Mr. M. A. Joseph
Dr. Klose
Mr. W. B. Knapp
Dr. Kester
Mr. G. M. Lack
Mr. & Mrs. H. A. Lamp-
man
Mr. R. Lemaire
Mr. & Mrs. A. Leutich
Dr. O. Marriott

HONGKONG HOTEL.

Mr. & Mrs. A. M. Baldwin
Mr. & Mrs. J. T. W.
Mr. E. R. Bates
Mr. G. Martin
Mr. C. Becker
Mr. & Mrs. P. E.
Mr. J. Lewis
Mr. & Mrs. N. Brice
Mr. G. W. McKean
Mr. S. M. Brown
Mr. & Mrs. H. Van
Mr. P. Bannan
Mr. & Mrs. H. Smith
Mr. W. H. Burt
Mr. E. V. Nicholson
Rev. J. C. Hall
Mr. P. T. Chivers
Miss J. Moore
Mr. W. E. Clarke
Mr. K. C. Moore
Mr. & Mrs. J. W. Morton
Capt. & Mrs. F. D. North
Mr. A. F. Peiron
Mr. H. G. Fisher
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Mr. A. A. Fyfe
Mr. H. Garraway
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Hewitt
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Mr. E. M. Joseph
Mr. R. M. Joseph
Mr. M. A. Joseph
Dr. Klose
Mr. W. B. Knapp
Dr. Kester
Mr. G. M. Lack
Mr. & Mrs. H. A. Lamp-
man
Mr. R. Lemaire
Mr. & Mrs. A. Leutich
Dr. O. Marriott

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, December 31st.

Previous On Date On Date
at Day at 10 a.m. at 4 p.m.

Barometer	30.14	30.21	30.06
Temperature	63	61	64
Humidity	65	77	70
Wind Direction	West	East	ESE
Force	2	1	2
Weather	b	o	b
Rain			

Highest open air Temperature on 30th... 67.
Lowest open air Temperature on 30th... 54.

HONGKONG TIDE TABLE.

From 1st to 7th January, 1912

High Water. Low Water.

Days of Week. Days of Month. H'kong Mean Time. Height. H'kong Mean Time. Height.

Mon. 1 m 6.39 4.6 m 11.2 a 2.6

Tues. 2 m 6.16 4.7 m 11.55 3.0

Wed. 3 m 5.56 4.4 m 11.53 3.1

Thurs. 4 m 5.59 4.5 m 12.42 3.2

Fri. 5 m 5.11 4.4 m 12.42 3.3

Sat. 6 m 11.53 4.4 m 12.42 3.3

Sun. 7 m 10.15 4.4 m 12.42 3.4

11 3a 7 9 4.15 3.5

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 4th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Noon 6th Jan.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA	About 10th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOCOTRA	About 12th Jan.	Freight only.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 1st January, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KUBICHOV"	On 2nd Jan., 4 P.M.
SHANGHAI	"CHINHUA"	On 4th Jan., 4 P.M.
HAIPHONG	"SINGAN"	On 6th Jan., 10 A.M.
SHANGHAI	"ANHUI"	On 6th Jan., 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 9th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LIVAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. EDUCATED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. The SUNDAY Morning sailings. A Co.'s launch leaves Mury Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES: SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 1st January, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYUN"	Capt. A. H. Stewart	WED'DAY, 3rd Jan., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 5th Jan., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 30th December, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG and ANTWERP:
S.S. SILESIA ... 1st Jan.	S.S. BR. SILEIA ... 7th Jan.
S.S. AMBRIA ... 15th Jan.	For HAVRE, BREMEN & HAMBURG:
S.S. GOLDENFELS ... 24th Jan.	S.S. DORTMUND ... 13th Jan.
S.S. SUEVIA ... 8th Feb.	For MARSEILLES, HAVRE & HAMBURG:
S.S. FUERT BUELOW ... 20th Feb.	S.S. EGOVIA ... 23rd Jan.
S.S. BELGRAVIA ... 1st Mar.	For HAVRE, HAMBURG & ANTWERP:
S.S. SACHSEN ... 18th Mar.	S.S. SILESIA ... 2nd Feb.
S.S. C. FERD. LAEISZ ... 3rd April.	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. SAMBLA ... 3rd Feb.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SAXONIA ... 16th Feb.
	For HAVRE, BREMEN & HAMBURG:
	S.S. AMBRIA ... 18th Feb.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SFEZIA ... 27th Feb.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd December, 1911.

INDO-CHINA S. NAV. CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Tuesday, 2nd Jan., D'light.
SHANGHAI	"TINGSANG"	Thursday, 4th Jan., D'light.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 6th Jan., Noon.
MANILA	"WINGSANG"	Saturday, 6th Jan., 2 P.M.
SHANGHAI, KOBE and MOJI	"NAMSANG"	Friday, 19th Jan., Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagasaki, Tsuruga, Waihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kuda, Fahad, Dabu, Simporia, Tawao, Usukun, Jesselton and Labuan.

Telephone No. 215, Feb. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 4th January, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., at Noon.
CHITTO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	21,000	E. Band	FRIDAY, 15th Mar., at Noon.

Triple Screw, turbine engines.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th January, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS:

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 13th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 13th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
" VALPARAISO	£57-0-0
Peres by INTERMEDIATE STEAMER.	
To HONOLULU	£20-0-0
" SAN FRANCISCO	£25-0-0
" CHICAGO	£36-10-0
" NEW YORK	£40-0-0
" LONDON via NEW YORK	£45-0-0

Single and Round Trip to all ports are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHITTO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,128	WED'DAY, 24th Jan., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 9th Jan., at 11 A.M.
	"PANAMA MARU"	6,059	SATURDAY, 3rd Feb., at 11 A.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—
From Manila ... G \$130.00
From Hongkong, Shanghai and Keelung ... G \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and other Perishables. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	Tons	LEAVES
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"		WED'DAY, 3rd Jan., at 8 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"		WED'DAY, 10th Jan., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings
S. HIROI, MANAGER.
772-7781

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 3rd JAN., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU	9,000	WED'DAY, 3rd Jan., at Daylight.
	IYO MARU	7,000	WED'DAY, 17th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 2nd Jan., at Noon.
	AWA MARU	7,000	TUESDAY, 30th Jan., at Noon.
VICTORIA, B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 27th Jan., from Kobe
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 19th Jan., at Noon.
	YAWATA MARU	5,000	FRIDAY, 16th Feb., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	5,000	SATURDAY, 13th Jan.
KOBE and YOKOHAMA	TANGO MARU	7,000	THURSDAY, 4th Jan., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 17th Jan., at Noon.
SHANGHAI, MOJI & KOBE	TOSA MARU	6,000	WED'DAY, 3rd Jan.
SHANGHAI and KOBE	MIKE MARU	4,000	MONDAY, 1st Jan.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—
"HIROSHIMA MARU," 4,000 tons, Capt. Hirao, Saturday, Dec. 30th

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	9,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
ARI	9,000	F. Hornum	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	9,000	N. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	9,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.
INABA MARU	7,000	S. Tomimaga	February 27th.
TAMBA	7,000	R. Noda	March 26th.
SANUKI	7,000		April 9th.
AWA	7,000	T. Iriawa	April 23rd.
INABA	7,000	S. Tomimaga	May 21st.

For further information, apply to—
T. KUSUMOTO, MANAGER.
1061-14-40

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BEINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.						
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.						
STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANP'UA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 5	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALACCA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BEINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

PROPOSED SAILINGS:									
STEAMERS					Leave HONGKONG		Line LONDON		
					about		about		
Tonnage									
NYANZA	...	...	...	...	7000	February	7	March	22
NILE	...	...	...	...	7000	March	6	April	19
NUBIA	...	...	...	...	6000	April	3	May	17
SUMATRA	...	...	...	...	5000	April	17	May	31
NAMUR	...	...	...	...	7000	May	1	June	14
PALAWAN	...	...	...	...	5000	May	15	June	29
BORNEO	...	...	...	...	5000	May	29	July	13
SYRIA	...	...	...	...	7000	June	12	July	27
NORE	...	...	...	...	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.00 SINGLE £82.10 RETURN.
2nd £36.10 £57.4

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

1086

SPECIAL OFFER!

HOEHL

CHAMPAGNE

Gout Americain.

FOR

X'MAS and NEW YEAR'S DAY.

You must have your

HOEHL CHAMPAGNE

which will be OBTAINABLE DURING the month
of DECEMBER ONLY:
at the following REDUCED PRICES:

Cases (12 Quarts).....\$33.00 (instead of \$36.00)
" (24 Pints).....\$35.00 (instead of \$38.00)
Cases (12 Pints).....\$17.50 (instead of \$19.00)

(Household packing)

DELIVERY FREE to any House in the
Hill-District, Central-City and Kowloon.
CONDITION: CASH ON DELIVERY.

Obtainable from the Sole Representative for Hongkong and
South China:

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS, 3RD FLOOR. TEL. No. 960.
Hongkong, 13th December, 1911.

POST OFFICE NOTICE

NEW YEAR HOLIDAY.

The Post Office will be open on Monday, the 1st January, from 8 to 9 a.m. only.
In the event of the arrival of the French Mail from Europe the Post Office will be open
one hour for the delivery thereof.

There will be no delivery and no collection of letters on Sunday.

The Money Order Office will be entirely closed.

The *Andalucia*, with the Siberian Mail, is due to arrive here to-day.

The *Tokio*, with the French Mail, is due to arrive here to-morrow, at 6 a.m.

The *Korea*, with the American Mail, is due to arrive here to-morrow, between 10 and Noon.

The *Della*, with the English Mail, has been delayed since leaving Colombo, and is not
expected to arrive here before Friday next.

FOR	PER	DATE
Shanghai	Choyang	Monday, 1st, 9.00 A.M.
Pakhoi and Hanoi	Pakhoi	Tuesday, 2nd, 9.00 A.M.
Shanghai, Maji, Kobe, Yokohama, Victoria, B.C., and Seattle	Tamba Maru	Tuesday, 2nd, 10.00 A.M.
(SIBERIAN MAIL TO EUROPE)		
EUROPE, A.C. INDIA VIA TATTOORIN (Late Letters 11.00 A.M. to Noon)		
Extra Postage 10 cents Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail	Australian	Tuesday, 2nd, Printed Matter and Sam- ples 10.00 A.M. Registration 10.00 A.M. Registration with late fee of 10 cents, up to 10.45 A.M. Kowloon B.O. at 10.00 No late fee Letters 11.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama (SIBERIAN MAIL TO EUROPE)	Tonkin	Tuesday, 2nd, Noon
Macao	Sai Tai	Tuesday, 2nd, 1.15 P.M.
Manila, Cebu and Iloilo	Kuichow	Tuesday, 2nd, 3.00 P.M.
Swatow, Amoy and Foochow	Choshen Maru	Tuesday, 2nd, 5.00 P.M.
Port Bay and Huphong (Taking Mails for Pakhoi)	Si-Kiway	Wednesday, 3rd, 8.00 A.M.
Swatow, Amoy and Foochow	Hainan	Wednesday, 3rd, 10.00 A.M.
Macao	Sai Tai	Wednesday, 3rd, 1.15 P.M.
Shanghai	Chinkun	Thursday, 4th, 3.00 P.M.
Shanghai	Tungtung	Wednesday, 3rd, 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 5th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE	Persia	Friday, 5th, Printed Matter and Sam- ples 10.00 A.M. Registration 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Kowloon B.O. at 9.30 A.M. No late fee Letters Noon
Haiphong (Taking Mails for Pakhoi)	Eingau	Saturday, 6th, 9.00 A.M.
Singapore, Penang and Cebu	Laisang	Saturday, 6th, 10.00 A.M.
Batavia, Cherbon, Samarang, Sourabaya and Macassar	Tjitaroen	Saturday, 6th, 10.00 A.M.
EUROPE, A.C. INDIA VIA TATTOORIN (Late Letters 11.00 A.M. to Noon) Extra Postage 10 cents (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, the 5th Jan., at 5 P.M.	Devanah	Saturday, 6th, Printed Matter and Sam- ples 10.00 A.M. Registration 10.00 A.M. Registration with late fee of 10 cents, up to 10.45 A.M. Kowloon B.O. at 9.30 A.M. No late fee Letters 11.00 A.M.
Manila, Cebu and Iloilo	Wingsang	Saturday, 6th, 1.00 P.M.
Shanghai SIBERIAN MAIL TO EUROPE	Anhui	Saturday, 6th, 5.00 P.M.
Manila, Cebu and Iloilo	Kaifong	Tuesday, 9th, 3.00 P.M.
EUROPE, A.C. INDIA VIA TATTOORIN (Late Letters 11.00 A.M. to 11.30 A.M.) Extra Postage 10 cents (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Prin: Ludwig	Wednesday, 10th, Printed Matter and Sam- ples 10.00 A.M. Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Kowloon B.O. at 9.30 A.M. No late fee Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE	Korea	Friday, 12th, Printed Matter and Sam- ples 10.00 A.M. Registration 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Kowloon B.O. at 9.30 A.M. No late fee Letters Noon

COMMERCIAL.

CLOSING QUOTATIONS.

December 30th:

ON LONDON:	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days sight	1/10 1/2
Bank Bills, at 4 months sight	1/10 1/2
Credits, at 4 months sight	1/10 1/2
Documentary Bills at 4 months sight	1/10 1/2
ON PARIS:	
Bank Bills, on demand	234 1/2
Credits, at 4 months sight	239
ON GERMANY:	
On demand	190
ON NEW YORK:	
Bank Bills, on demand	45 1/2
Credits, at 60 days sight	46 1/2
ON BOMBAY:	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON CALCUTTA:	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON SHANGHAI:	
Bank, at sight	74 1/2
Private, 30 days sight	75 1/2
ON YOKOHAMA:	
On demand	90 1/2
ON MANILA:	
On demand	90 1/2
ON SINGAPORE:	
On demand	79 1/2
ON BATAVIA:	
On demand	111 1/2
ON HAIKONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	82 1/2
ON BANGKOK:	
On demand	82 1/2
Sovereigns, Bank's Buying Rate	\$10.70
GOLD LEAF, 100 fine, per tael	\$56.40
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$5.37 discount
Chinese	10 " \$5.60 "
Hongkong	20 " \$5.14 "
Hongkong	10 " \$5.35 "

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and FeluccaA LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS. HONGKONG, DECEMBER 30th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{9865, buyers London £80
China Borneo Company, Limited	60,000	\$12	all	\$10
China Light and Power Company, Limited	50,000	\$5	all	\$1.10
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2
COTTON MILLS.—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83, x. div.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4 1/2, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Leun-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 65
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
Dairy Farm Company, Limited	40,000	9 1/2	all	\$20 1/2
DOCKERS AND WHARVES.—				
Hkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45 1/2, buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$7, buyers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 57
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	Tls. 69
Green Island Cement Co., Limited	7,000	\$10	all	\$3 1/2, sales
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$20 1/2
Hongkong Electric Co., Limited	12,000	\$10	all	\$21 1/2
Hongkong Hotel Company, Limited	15,000	\$10	all	\$19, sellers
Manila Metropole Hotel Limited	50,000	\$25	all	\$20 1/2
Hongkong Ice Company, Limited	60,000	\$10	all	\$18
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$7
Hkong & South China Steam Fisheries Co., Ltd.	10,000	\$250	all	\$188, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	20,000	\$100	all	\$129, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	all	\$105
China Traders Insurance Co., Limited	8,000	\$250	all	\$352 1/2, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$10	all	Tls. 45
North-China Insurance Co., Limited	12,400	\$250	all	\$830, buyers
Union Insurance Society, Limited	12,000	\$100	all	\$212 1/2, @ Ex 73
Yangtze Insurance Association, Limited	50,000	\$100	all	\$100 1/2, buyers
LARDERS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	150,000	\$10	all	\$6 1/2, sales
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	all	\$30, sellers
Kowloon Land and Building Co., Ltd.	75,000	Tls. 50	all	Tls. 93
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$49, buyers
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 66, sales
Landbouw exploitatie in Laagkat	16,000	Fes. 250	all	\$65
MINING.—				
Société Française des Charbonnages du Tonkin	200,000	\$10	all	\$33, sales
Raub Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$11 1/2
Peak Tramways Co., Limited	50,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$93 1/2, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$29
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$10	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$5	all	\$1, sd. £10 10s
Shell Transport & Trading Co., Limited	10,000	\$10	all	\$80 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$27 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all	\$17, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$22 1/2
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$15, buyers
Wm. Powell, Limited	15,000	\$7	all	\$44
Watkins, Limited	10,000	\$10	all	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4 1/2, 5 sd.
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,000 ord. 100 fids.	\$10	all	\$10
Union Waterboat Co., Limited	50,000	\$10	all	\$30 1/2, buyers
RUBBER.—				
Para Rubber in London				4/3 per lb., sellers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum Par.	VERNON & SYMTH, Share Brokers.
TO-DAY				
Bank Holiday.				
FORTHCOMING EVENTS.				
Saturday, 6th Jan.—Boxing at the City Hall, 9 P.M.				
Wednesday, 10th Jan.—Extraordinary General Meeting of Hongkong Jockey Club, at 12.30 P.M.				
報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press) PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulates largely throughout Southern China and Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.				

MAILS VIA SIBERIA. Due
London
December 9th.
December 13th.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT
Subscription, paid in advance, \$12 per
annum. Postage \$2 to any part
of the World.

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

CLARETS.

Our Clarets are from the World famous house of Hanappier & Co.
of Bordeaux, who are recognised as one of the best known firms
of growers and shippers of Clarets, from Vin ordinaire to the very
finest obtainable at the most reasonable price consistent with quality.

Five per cent. discount allowed on Xmas Orders.

H. PRICE & CO., LTD.

12, QUEEN'S ROAD, CENTRAL.

HONGKONG.

Telephone No. 135.

司公限有林威積

William C. Jack & Co., Ltd.

Electrical and Mechanical Engineers.

AGENTS FOR THE CONSTRUCTION AND SALE OF
SHIPS,

MOTOR BOAT AND LAUNCH BUILDERS.

14, Des Vaux Road Central, Hongkong.

TELEPHONE (Office 358
Works 354)

TELEPHONE "MARINEWORK."

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